

The Hongkong Telegraph.

(ESTABLISHED 1861.)

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September 21st, 1911. Temperature 10 a.m. 86, 4 p.m. 84; Humidity...68, 72.

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No. 8518

號一初月八年三統宣

FRIDAY, SEPTEMBER 22 1911.

五拜禮

號二十月九年九英港香

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REUTER'S TELEGRAMS.

BLACK AND WHITE

THE COLE CASE.

[SERVICE TO THE "TELEGRAPH."]

Durban, Sept. 21, 9.45 a.m.
A telegram from Reuter's correspondent at Mombasa states that a memorial, signed by many settlers is being sent to England through the Governor, Sir E.P.C. Girouard, deprecating the deportation of Mr. Cole as over-riding a legal trial.

DEAR FOOD.

STREET DEMONSTRATIONS STOPPED.

[SERVICE TO THE "TELEGRAPH."]

Durban, Sept. 21, 9.45 a.m.
Telegrams from Paris state that the Premier has prohibited anti-war and dear food demonstrations in the streets, which had been arranged for September 24.

LINER AND CRUISER.

HAWKE-OLYMPIC COLLISION.

Durban, Sept. 21, 9.45 a.m.
The first class cruiser Hawke was undergoing her steam trials when she collided with the Olympic.

HOW IT HAPPENED.

The cruiser was overhauling the Olympic and tried to pass to starboard and then under her stern. The vessel swerved and the cruiser dashed into her. The weather was misty.

IGNORANCE AND BLISS.

Many of the passengers on the Olympic were unaware that there had been an accident and only felt a slight jar.

PLUTOCRATIC PASSENGERS.

There were at least twenty American millionaires on board.

The Olympic is a steel triple screw steamer with a gross tonnage of 45,000. She was built in 1910 by Messrs. Harland and Wolff, Limited, of Belfast, for the Oceanic Steam Navigation Company. Her length is 852 ft. 5 in., breadth 92 ft. 5 in. and depth 55 ft. 6 in. She is fitted with low pressure turbines. Her complement consists of five deckhands, seven deck boys, 100 crew and six deck hands in other holds. The steamer carries electric light and is fitted with wireless apparatus.

The Hawke is a first class cruiser of 7,350 tons. Her speed is 20 knots.

MILLIONAIRE'S FREAK.

FENDAL CASTLE FOR AMERICA.

[SERVICE TO THE "TELEGRAPH."]

Durban, Sept. 22, 8.25 a.m.
An American millionaire has bought the feudal Tattershall Castle in Lincolnshire, which he intends to re-erect in America. The purchase includes some famous fifteenth century mantelpieces, an attempt to save which for the nation failed.

REUTER'S TELEGRAMS.

AMERICAN TRUSTS.

EFFECTIVE LEGISLATION.

[SERVICE TO THE "TELEGRAPH."]

Durban, Sept. 21, 11.30 a.m.
American newspapers state that the Steel, Sugar and other trusts are preparing to dissolve as they are legally advised that further resistance to the anti-trust laws would be futile.

CANADIAN ELECTIONS.

BOTH SIDES CONFIDENT.

[SERVICE TO THE "TELEGRAPH."]

Durban, Sept. 21, 9.45 a.m.
Reuter's correspondent at Ottawa states that the eve of the polling finds both sides confident of victory and enthusiasm running high.

APPEAL TO PRO- VINCIALISM.

Sir Wilfrid Laurier, addressing meetings at Montreal last night, said that he appealed to the electors, not as an Imperialist or an anti-Imperialist but as a Frenchman or an Englishman, but as a Canadian above and before all.

THE WISH AND THE THOUGHT.

The Hon. Clifford Sifton, formerly Minister of the Interior in the Laurier Ministry, predicts a victory for the Opposition, but the Liberals anticipate large gains from the farmers in the West and the Maritime provinces.

HEAVY POLLING.

Durban, Sept. 22, 1.30 p.m.
Reuter's correspondent at Ottawa reports that there is an unusually heavy poll.

The latest features of the situation are that the Conservatives are expected to carry the large cities, and that the voting strength of the Nationalists is adding to the Conservative forces in Quebec.

THE N. D. L. S. LUTZOW.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Sept. 21, 1.50 p.m.
The Norddeutscher Lloyd liner Lutzow, on which a fire broke out in No. 3 hold at Antwerp, is now discharging her cargo.

REUTER'S TELEGRAMS.

FRANCE AND GERMANY.

CONFIDENCE RETURNING.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Sept. 21, 12.25 p.m.
The assurance given by the German Under Secretary for Foreign Affairs in regard to the pourparlers between France and Germany has had an excellent effect.

FINANCIAL BAROMETER.

The Paris, Berlin and London Stock Exchanges show general improvement.

THE REASSURANCE.

Bombay, Sept. 22, 12 a.m.

The German newspapers give various versions of the communication made yesterday to Bankers by the German Under Secretary for Foreign Affairs. While some give the words "two or three days" others substitute "very soon" as the period in which the Under Secretary stated, a favourable settlement would be reached. Anyhow, it appears that the statement was less definite than the Bourse was given to understand.

PARIS PRESS HOPEFUL.

Paris papers, however, profess to be officially informed that a settlement is imminent.

CLEARING SKIES.

Bombay, Sept. 22, 6.40 a.m.

Reuter's correspondent in Paris states that in the course of a semi-official conversation with M. Cambon yesterday, Herr Kiderlon-Waechter confirmed Germany's desire to come to an agreement.

RELEASING RESERVISTS.

It is to be assumed that as soon as the French Government has examined and given precision to the formula, and before if an agreement be possible, arrangements will be made for disbanding the French time-expired soldiers, who were kept with the colours pending developments, next week.

It is announced in Paris that the dismissal of German time-expired soldiers has begun in the frontier garrisons.

REUTER'S TELEGRAMS.

TROUBLED FINLAND.

THE SCOUT MOVEMENT.

[SERVICE TO THE "TELEGRAPH."]

Durban, Sept. 21, 9.45 a.m.
The Governor of Finland has dissolved the Finnish Boy and Girl Scouts who number eight thousand, after receiving a letter from the Senate condemning the movement.

ACCIDENT ON WARSHIP.

BREECH BLOCK BLOWS OUT.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Sept. 21, 12.25 p.m.
Reuter's correspondent at London states that during gun practice the breech-block of a gun on the French man-of-war Gloire blew out.

One man was killed and fifteen injured.

Four of the men who were injured have died.

SPANISH CRUISER GROUNDS.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Sept. 21, 12.25 p.m.
Reuter's correspondent at Malilla states that the Spanish cruiser Catalina has gone ashore to the west of Tresforas.

Later.

The Catalina has been refloated.

THE STRIKE EPIDEMIC.

SITUATION IN IRELAND.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Sept. 21, 12.25 p.m.
The Irish railway companies have not replied to the ultimatum of the Union, declining to give it recognition.

Goods traffic is at a stand still in the South-West, and the supply of foodstuffs for transmission to England has practically been stopped.

THE WISER COURSE.

Bombay, Sept. 21, 1.50 p.m.
Though requested by the Irish railwaymen on strike to call out all their fellow workers the men's executive body has replied not to enforce a general strike pending negotiations.

REUTER'S TELEGRAMS.

THE LATE M. STOLYPIN.

HONOURS TO THE DEAD.

[SERVICE TO THE "TELEGRAPH."]

Durban, Sept. 21, 11.30 a.m.
Reuter's correspondent at Kioff states that the remains of M. Stolypin have been transferred from the hospital to the Pechersky Monastery with great religious pomp.

Behind the catafalque walked the relatives of the deceased, and they were followed by officers of state and a huge procession of the public.

The fatal bullet was borne on a cushion.

The streets were strongly lined by police and troops, but the crowd was reverent and uncovered and knelt as the procession passed. Many were weeping.

Roses were strewn before the cortege.

OBITUARY

ARABI PASHA.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Sept. 22, 6.40 a.m.
The death is announced of Arabi Pasha.

[Arabi Pasha, who was born in 1839, was the leader of the military insurrection in Egypt in 1882. He organized a secret society among the native officers, and headed a revolt compelling the Khedive, Tewfik Pasha, to dismiss his ministry, and to grant a liberal constitution. Arabi became Under Secretary for War and subsequently Minister for War. In this position, being practically dictator, and supported tacitly by the Sultan he adopted a policy which the British Government had to meet by armed force. Alexandria was bombarded by the British fleet on July 11, 1882, and on Sept. 13, Arabi and his army were defeated at Tel el-Kebir by the British troops under Sir Garnet Wolseley. Arabi fled to Cairo, and, surrendering, was banished to Ceylon in 1883. In May, 1901 he was released and granted a pension of £400 a year.—P.M.]

EAST AFRICA.

LINKS OF RAIL.

[SERVICE TO THE "TELEGRAPH."]

Durban, Sept. 21, 11.30 a.m.
Reuter's correspondent at Mombasa reports that the railway between Jinja and Kakindu, which links up the Victoria Nyanza and the navigable portion of the Nile, is half completed.

The line will reach Kakindu at the end of November and will be officially opened in December.

REUTER'S TELEGRAMS.

BANK RATE.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Sept. 22, 12 a.m.
The Bank Rate of discount stands at four.

UNREST IN SPAIN.

STRICT CENSORSHIP.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Sept. 22, 12 a.m.

Telegrams from Madrid state that the situation in the city is normal, apart from the absence of cabs and the non-publication of a number of newspapers.

Police precautions continue in the prefectures. The police state that no reports of further disorders have been received from the provinces. The censorship, however, is most strict and only official statements are obtainable.

DISORDER IN VALENCIA.

Durban, Sept. 22, 11.15 p.m.

News from the provinces is generally satisfactory, according to telegrams from Madrid, but the strike disorders continue in the provinces of Valencia.

A battalion of chasseurs upon arriving at Cativa (?) was stoned, whereupon the troops opened fire killing one person and wounding four others.

SIR ROBERT BART.

PRESS TRIBUTES.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Sept. 22, 6.40 a.m.

The newspapers give the most detailed obituary notices to the late Sir Robert Bart.

"The Daily Telegraph" devotes a whole page to a sketch of his career.

A GREAT ADMINISTRATOR.

"The Times" says that Sir Robert's life will go down to history as one of the greatest monuments to British administrative capacity. His weaknesses and errors few would deny, and one of the most conspicuous was that quality of autocracy which left the Imperial Maritime Customs service without cohesion and a definite policy to face an uncertain future. Nevertheless, continues "The Times," Sir Robert Bart has left an administrative record rarely excelled, which will be an example from which the Chinese cannot fail to benefit.

CHINESE TELEGRAMS.

THE SZECHUAN TROUBLE.

COMMISSIONER'S GOOD ADVICE.

[SERVICE TO THE "TELEGRAPH."]

Shanghai, Sept. 21.
Order has been restored in Szechuan and the city gates at Chongtu have been reopened. The authorities are safe and the rebels have fled in all directions. Business has generally been resumed and communications have been restored.

H.E. Shum Chun Hsun has telegraphed his resignation of the post of High Commissioner for the suppression of the disorders in Szechuan to the Throne.

In the same telegram His Excellency begged the Throne to do its utmost to gain the confidence of the people in the matter of reorganization.

H.E. Shum has obtained by telegraph the sanction of the Throne to the release of the President and Vice-President of the Szechuan Assembly.

REBELS BEATEN BACK.

[SERVICE TO THE "TELEGRAPH."]

Peking, Sept. 21.

The Viceroy of Szechuan has memorialized the Throne to the effect that the Imperialists have had seven days and nights fighting with the rebels who have been forced to retreat.

The soldiers have seized a large quantity of the rebel's firearms and flags.

PROVINCIAL FINANCES.

VICEROY'S APPEAL FOR AID.

[SERVICE TO THE "TELEGRAPH."]

Peking, Sept. 21.

H. E. the Canton Viceroy has memorialized the Throne stating that ever since the outbreak of the revolt, provincial finances have been subject to an extraordinary strain. Moreover floods and other calamities had befallen many districts, which were anxiously waiting for relief. The Viceroy requested that \$100,000 of the revenue should be earmarked to meet these urgent needs.

A CHINESE JEHAD.

RELIGIOUS TROUBLES IN SINING.

[SERVICE TO THE "TELEGRAPH."]

Peking, September 21.

Religious friction is reported from Si Ning prefecture. The Throne has ordered the Viceroy of Shensi to despatch troops to the place to maintain order. To Pui Lu, the prime mover in this religious trouble, has collected several hundred thousand men, and has captured the chief city of Si Ning prefecture.

RISE IN YAU KIANG.

REPRESSIVE MEASURES ADOPTED.

[SERVICE TO THE "TELEGRAPH."]

Peking, Sept. 21.

The Governor of Kwei-lin has telegraphically informed the Throne that a revolt has broken out in Yau Kiang. The leader is Wook Wing Ching, and he has several thousand followers. Troops have already been despatched to quell the disturbances.

TO CURE INSOMNIA. SOME USEFUL HINTS.

The complaint of sleeplessness, says a physician, is becoming increasingly common, both among men and women, with the result that large numbers of people are ignorant of their potential best either for the work or enjoyment of life.

The business man's worries give him indigestion, and the indigestion causes sleeplessness. Too often the victim foolishly resorts to hypnotic drugs, which in turn aggravate the indigestion, and finally he goes, a physical wreck, to the doctor.

Women suffer severely less frequently by worrying over the troubles of the household, and so disturbing the sleep that should be peaceful and refreshing. The consequences are often most serious, for sleep is more important than food.

Hints About Sleep

A good night's sleep should satisfy two conditions—it should be tranquil and should last long enough to repair completely the nerve and muscle wear and tear of the day.

As to length, a child of seven years requires twelve hours; a boy or girl of sixteen years must have at least nine hours; while the average adult should sleep seven hours or a little more. Some can do with less, but for the majority of people seven hours is the minimum. And this must be seven hours of sound and peaceful sleep if it is to do its restoring work effectively.

Unfortunately, dwellers in cities have to endure such a multitude of noises that tranquil sleep is seldom attainable. But we can do much to approach the ideal, if we cannot quite reach it.

The residence should be as far as possible from main roads, railway-stations, and other centres of noise, and in a street free from noisy milkmen and other early traders.

The bedroom should be in the quietest part of the house, and, as both darkness and fresh air favour sleep, many doctors insist on the windows being provided with Venetian blinds. There should be a rule in every house against the banging of doors, loud talking, and other noises of inconsiderate early risers.

When light falls even on the closed eyes it stimulates the brain to activity. Therefore, the bed must not face the window, but be placed with the head toward it.

For young people and the middle-aged a moderately hard and firm bed is to be recommended, but old people are more comfortable in a soft bed. And the temperature of the room ought not to exceed 60 deg. Fahrenheit, except in cases of delicate or illness.

Some Suggested Cures.

When sleeplessness comes on it can generally be cured without drugs, unless it is due to one disease or another. The first thing to be done is to find out the cause and to remove it.

Indigestion, for example, is a very common cause of sleeplessness, and the remedy appropriate is removal of the indigestion, and not resort to sleep-producing drugs, which make the indigestion worse.

Indigestion is of varied nature, but acid peptic is probably the most frequent as a cause of insomnia. In this case one should avoid tea, fruit, and all articles of diet containing vegetable acids, including vinegar and acid wines.

Fried fat must also be avoided, and the diet generally should be carefully regulated. A little peppermint-water or essence of ginger at bedtime is often of great value in these cases.

Other common causes of sleeplessness are asthma, bronchitis, heart affections, and anemia, and the unwisdom of taking hypnotic drugs is shown by the fact that each of these producers of insomnia requires a distinct and appropriate treatment.

Sometimes sleeplessness is merely the result of hunger. A person may dine at seven o'clock and go to bed at eleven or twelve o'clock without taking any more food. By that time the stomach is empty, and its owner cannot sleep. A glass of warm milk or a bowl of thick soup would send him off to sleep.

THE PURSUIT.

She was young, she was pretty, she had been well brought up in a sheltered home. It was an unusual thing for her to be abroad after nightfall alone, and she had been walking with nervous rapidity even before she became conscious of swift steps behind her, and realised with a quick backward glance that they belonged to a man.

The glance told her no more in the darkness, but the uncertainty only added to her instinctive fear. A man meant something stronger than herself against whom she had no protection other than the laws, regulations, and conventions of a civilised State, which it was quite possible he did not respect. If he chose to rob her—she had eightpence in her purse, a silver watch in her belt, and round her neck a fur box that had cost fifteen shillings—she had no weapon but a cry, and the quietude of the long street with its dark houses lying back behind bosky gardens gave little promise that her cry would be heard.

She quickened her steps almost to a run; her heart beating rapidly, but quickly as she walked, the steps gained upon her. Her instinctive fear that she was being pursued became almost a certainty, and she would have actually run had she not been so hopelessly certain that in running any man would almost instantly beat her.

She cast another quick glance over her shoulder, and so far as her eightpence and her watch were concerned, the glance reassured her. The pursuer was passing a street-lamp—he was close upon her now—and the light gave her a glimpse of a fur-lined overcoat, a dash of white at wrist and neck which absolved their owner from a suspicion of being poor, and allowed her to put him out of reckoning as a possible pursuer of her detachable property.

But her heart beat with no less rapidity. If she was no longer afraid of theft, she was in fear of insult. The social position suggested by the fur-lined coat only served to make the possibility greater that the pursuer would shock her modesty with a suggestion, or perhaps even dare to desecrate the sanctity of her lips by force.

Instinctively her expression froze to marble. Her gaze directed itself immovably and unseeingly ahead. She regretted the fact that she had twice looked behind her, as if it had been a crime, and her whole attitude stiffened to contradict any inference of interest in her pursuer that the action might have offered. Her step became more orthodox and emotionless even. Escape had shown itself as impossible, and in some subtle way the fact that she was hastening seemed to lessen her dignity, the dignity on which she was relying now as her defence.

The steps came nearer and passed.

She dared to relax the muscles of her face, to move her eyes. The man was beyond her now, advancing with long, swinging steps that suggested a natural unburied walk, and forbade her even to think that he had overtaken her consciously. She felt that he had not glanced at her in passing. He had not been interested in her in any way.

And then, curiously enough, her heart rose in rebellion. He was a man of means, so far as one can judge by dress; he had a graceful carriage suggestive of youth and strength; and he was well behaved in comparison with the many men who would have taken advantage of her defencelessness to insult her. In short, he was one of the superior beings who filled her dreams of the future, the possible lovers and husbands for whom she waited to bring romance and importance into her life, and to protect her from its dangers. And he had passed her without a glance.

For a moment she quickened her steps again, with some vague hope in her heart that he might turn and notice that she was dressed very tastefully and was prettier than a great many girls; and she was inspired with a desire to know where she lived and make her acquaintance in an orthodox manner. But the swinging steps of the man ahead of her took him ever and steadily farther away; and at last he disappeared. "Poli Mall Gazette."

JAPANESE RICE MARKET.

Raid on Retail Dealers.

According to the "Japan Chronicle," quotations on the Hyogo rice market declined 50 sen per koku on the 4th instant, and dropped another 30 sen next day. On Wednesday, the 6th instant, prices again declined by 50 sen, making an aggregate fall during the three days of ¥1.30. Retail prices were reduced by 1.1 sen per sho, and first quality rice now stands at 20 sen per sho. This decline is partly attributable to the weather continuing so very favourable for the farmers. The rice harvest is expected to be an abundant one, and the stocks offered for sale have much increased, while buyers are hesitating to take up lots.

Although quotations on the rice market have gone down generally, the Osaka-Rice-Guild maintained the retail price of cleaned rice on the 6th instant without any sign of making a reduction. As a result, the police have been closely watching the internal condition of the retail rice business in the city; and, according to the "Osaka Mainichi," the police are preparing to make a raid on certain retail dealers. The object of the recent action taken by the authorities against the "bull" ring on the Osaka Rice Exchange was to force down the market, but this object has to some extent been frustrated by the retailers. Most of them, it is alleged, are palming off a mixture of Korean and Formosan rice with the inferior water-milled rice as the "best quality" hand-cleaned Japan rice. Allegations of corruption in certain quarters have presented a large sum of money to a certain party, with the result that the authorities are not so keen as they might be in detecting the use of fraudulent means, the measures used in retailing rice.

Ascertaining that a considerable number of retail rice-dealers in Kobe had been defrauding their customers in various ways, the Hyogo Police made a raid on the 4th instant upon a number of suspected dealers, and arrested 90 of them. One was found to have delivered an order for 1.2 sh of rice which was actually 12 per cent short. Altogether nine of the dealers were charged with fraud and handed over to the Prosecutors' Office, the remainder being released with a caution.

The Kobe and Aioibashi Police also took similar action on the 6th instant. In the district under the jurisdiction of the Kobe Police, 12 men were arrested on a charge of having delivered less than the quantity ordered, and in the district under the Aioibashi Police 42 arrests were made on the same charge, though the defalcations are not so serious.

SCOTTISH HOME RULE.

Liberal Members' Bill.

The text of the "Government of Scotland Bill," introduced by Sir Henry Dalziel, Mr. Munro Ferguson, and other Scottish Liberal members, is prefaced by the following memorandum:

The object of this Bill is to provide for the establishment in Scotland of a legislative body, to be called the Scots Parliament, and for the devolution to that body of the power to make laws on matters exclusively relating to Scotland. By this means it will be made possible for matters of local importance in Scotland to be duly considered and determined in a local Parliament, and, in addition, the Imperial Parliament will, to a large extent, be relieved from the present pressure of business.

By the scheme of the Bill the subjects delegated to the Scots Parliament are specifically enumerated, and the Scots Parliament have no power to make laws on any other subjects. The executive power will continue vested in the Crown, and the administration will be carried on by a committee of the Scots Privy Council responsible to the Scots Parliament. Power is given to the Scots Parliament to impose taxes, other than duties of Customs and Excise; and arrangements are made for the adjustment of the financial relations between the Scots Parliament and the Imperial Parliament. The supreme power and the control of the Imperial Parliament are expressly reserved.

BRITISH EXPEDITION TO NEW GUINEA.

Oxford University to Bear the Cost.

Mr. D. J. Jenness, of Balliol College, Oxford, is about to leave England on a scientific expedition in British New Guinea. The undertaking, which has been organised by the University of Oxford, and the cost of which is being borne by private subscribers, will involve at least twelve months' work in the field. The objects are chiefly anthropological.

From New Zealand Mr. Jenness will proceed to the extreme south-eastern corner of British New Guinea, to which region work will be confined. He is informed. The headquarters will be on Goodenough Island, the most northerly part of the D'Entrecasteaux Archipelago. There it is intended to study the habits and customs, arts, and religion of the inhabitants, who are thought to be an intermixture of Melanesian and Papuan peoples.

The district selected has been specially chosen, as, although it is the most accessible portion of Papua for such an expedition, it remains absolutely untouched.

Goodenough Island is volcanic, and has an area of 30 miles by 40. Its mountains rise to an altitude of 8,000 ft., and it is said to be the highest island of its size in the world. There is one mission station on the coast, and occasionally a Government official lands, but the interior has never been explored. It is known that cannibalism exists among the natives.

Mr. Jenness expects to arrive on the island in November, and will then endeavor to enlist the services of the natives to assist him in his work.

V. R. C. ANNUAL SWIMMING SPORTS.

THURSDAY, 21st September. Commencing: 5 p.m.
FRIDAY, 22nd September. Commencing: 5 p.m.
SATURDAY, 23rd September. Commencing: 4 p.m.
100 yards, 220 yards, 440 yards, and 800 yards Championships of the Colony, and many other events.
MILITARY BAND in attendance on Saturday, 23rd, on which day afternoon tea will be provided for Ladies.
ADMISSION: Non-members 1s each day, Ladies 50 cents each day.
Hongkong, 18th Sept., 1911. [1388]

BIJOU SCENIC THEATRE, "FLOWER STREET."

Cinematograph Vaudeville.

EVERY EVENING 7.15-10.15 P.M.

Miss Vera Ferrace. MISS VERA FERRACE our popular Artiste and The Latest Brilliant Moving Pictures.

7.15 P.M. { PICTURES ONLY } 7.15 P.M.

ELECTRIC FANS THROUGHOUT THEATRE.

Lecesse & Manager. R. H. STEPHENSON. Hongkong, 7th Sept., 1911. [1404]

DRAGON CYCLE DEPOT.

ELECTRICIANS.

Steam, Oil, Gas and Motor Engineers.

Rickshaw Builders.

Repairs to Typewriters, Bicycles, Phonographs, and all kinds of Electric Goods and Machinery.

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Managing Proprietor: G. LAURITSEN.

[41]

Prepaid Advertisements.

25 WORDS \$1 for 3 insertions or \$3 for one week.

BOARD AND RESIDENCE.—"HOMEVILLE," Morrison Hill, splendid view of the harbor, 10 minutes from Post Office by electric cars; entrance 188, Wanchai Road. Apply at the house. [1280]

TO LET.—TWO ROOMS suitable as Office in St. George's Building, 8th Floor. For particulars please apply to F. Blackhead and Co. [1317]

DOCTOR WANTED. For steamer, at once. Apply to Butterfield & Swire. [1393]

Notices

DOUGLAS STEAMSHIP COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Douglas Steamship Company, Limited, will be held at the Company's Offices, on SATURDAY, the 23rd day of September, 1911, at 12.15 o'clock in the afternoon, when the proposed Extraordinary Resolution will be proposed:—
1. That Art. 18 (3) of the Company's Articles of Association be altered by substituting the sum of \$50,000 for the sum of \$25,000 in line two.
Should the Resolution be passed by the required majority, it will be submitted for confirmation as a special Resolution to a Second Extraordinary Meeting which will be subsequently convened.
Dated, the 18th Sept., 1911.
DOUGLAS LARRAIK & CO., General Managers. [1388]

NOTICE.

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Company's Offices, on SATURDAY, the 23rd September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1911.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 23rd September, both days inclusive.

DOUGLAS LARRAIK & CO., General Managers. Hongkong, Sept., 4th, 1911. [1459]

SERVANTS! — SERVANTS!!

DOMESTIC Servants. Servants of all descriptions suitable for all kinds of work, coolies for Rubber, Coffee, and Tea plantations, and for contractors. For further particulars please apply to The H.K. Servants' Registration and Labour Agency, 37 Connaught Road Central, v. I. Code. L. K. FAME & Co., Tel. Ad. "Fame" Managers. Hongkong, 11th Sept., 1911. [1370]

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 25th day of September, 1911, at 8 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Tai Ping Shan, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

No. of Lots	Boundary Measurements	Containing Area	Approximate Area	Depth
1	100 ft. x 50 ft.	5,000 sq. ft.	11,313	100 ft.

PARTICULARS OF THE LOT.

No. of Lots	Boundary Measurements	Containing Area	Approximate Area	Depth
1	100 ft. x 50 ft.	5,000 sq. ft.	11,313	100 ft.

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on TUESDAY, the 26th September, 1911, at 5.30 p.m., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August; of electing officers; and of other business.
A. V. MONK, Secy. Hongkong, 10th Sept., 1911. [1393]

Intimations

THE GENERAL ELECTRIC CO. OF CHINA, LTD.

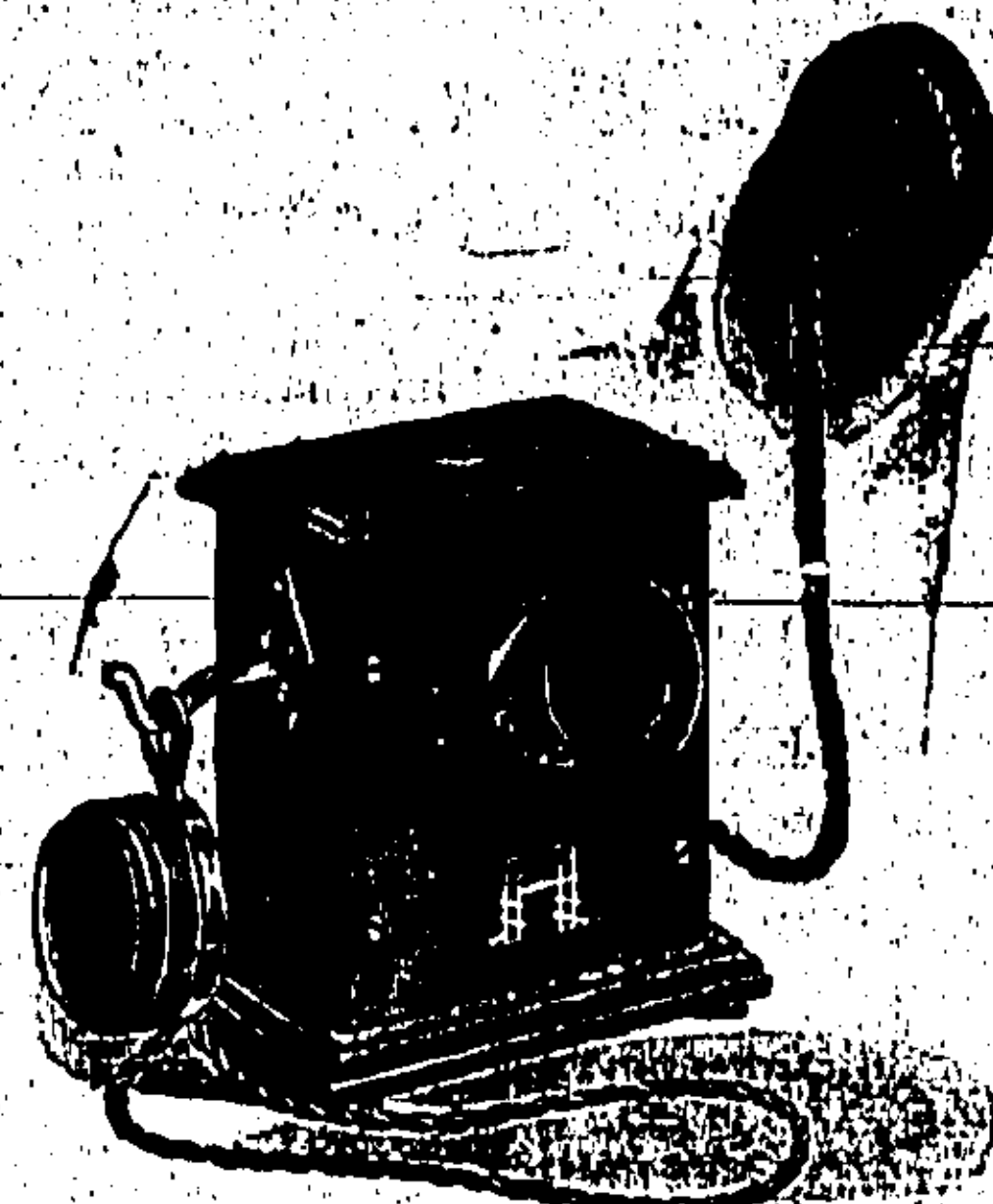
Telegrams "Sparkless" Telephone 518. 10, Des Voeux Rd., Hongkong.

HEAD OFFICE: 7 JINKEE ROAD, SHANGHAI.

DIRECT AGENTS OF THE MANUFACTURERS OF ALL KINDS OF

ELECTRICAL MACHINERY, APPARATUS, FITTING ACCESSORIES, TELEPHONES, Wires and

Cables, &c., &c.



RETAIL SUB-AGENTS—

WM. C. JACK & CO.,

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SOUTH MANCHURIA RAILWAY

SHORTEST & QUICKEST ROUTE BETWEEN THE FAR EAST & EUROPE.

via DAIREN.

SUMMER SCHEDULE.

(Effective from May 1, 1911.)

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Sakiko Maru" (each 2,877 tons) as follows:—

NORTH BOUND.			
at Class	Fares	Thurs. Sat. Sun.	Thurs. Sat. Sun.
\$40	Shanghai (Steamer).....Lv. Dairen (").....Ar. (S.M.R. Train).....Lv. Mukden (").....Ar. Changchun (").....Ar. Harbin (").....Ar.	6.00 a.m. 1.50 p.m. 2.05 " 8.30 " 9.30 " 9.10 a.m.	Thurs. Sat. Sun. Thurs. Sat. Sun.
\$14.50			
\$11.50			
\$9.50			

SOUTH BOUND.

SOUTH BOUND.			
at Class	Fares	Mon. Tues. Wed. Fri.	Mon. Tues. Wed. Fri.
\$9.50	Harbin (Russian Train).....Lv. Changchun (").....Ar. (S.M.R. Train).....Lv. Mukden (").....Ar. Dairen (").....Ar. Shanghai (").....Ar.	11.20 a.m. 8.25 p.m. 10.30 " 5.10 a.m. 5.25 " 1.30 p.m. Noon	Mon. Tues. Wed. Fri. Mon. Tues. Wed. Fri.
\$11.50			
\$14.50			
\$40.00			

* Russian Train Time is 23 minutes ahead of the S.M.R. Time. For instance, 6 p.m. by the former is 5.37 p.m. by the latter.

Supplementary Charges on DAIREN-CHANGCHUN Service.

Express Extra FareY3.00 Sleeping Car Supplement.....Y5.00

TICKET AGENTS.—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co., the Nippon Yusen Kaisha, Shanghai, Messrs. Thomas Cook & Son, and Bechler & Co. Hamburg-Amerika Linie.

RAILWAY HOTELS.—Yamato Hotel, (Tel. Ad. "Yamato") at Dairen, Port Arthur, Mukden, Fushun and Changchun, all under the Company's management.

'SOUTH MANCHURIA RAILWAY COMPANY DAIREN.

Tel. Ad. "Manchu." Codes: A.B.C. (4th. Ed. A. 1. & 1. 1st. 1st.)

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Output 8,500 tons per day.

Fresh stocks always on hand at Dairen, Newchwang, Tientsin, Peking, and also at Chefoo, Shanghai, Hongkong, Singapore and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Ad. "Manchu." Codes: A.B.C. (4th. Ed. A. 1. & 1. 1st. 1st.)

Agents: MITSUI BUSSAN KAISHA, LTD.

Hongkong, 20th Sept., 1911.

[1393]

CHARGE OF MAN-SLAUGHTER.

Serious Allegation Against Midwife.

Chun Wai Kwan, a Chinese woman residing at Yau-mat, was charged before Mr. J. R. Wood at the Magistrate's Court this afternoon with the alleged manslaughter of a child on August 28 last. Chief Detective-Inspector Collett prosecuted and Mr. W. E. L. Shenton, of Messrs. Deacon, Looker and Deacon, appeared for the defendant.

Inspector Collett said the charge was a serious one and asked that bail of \$1,000 should be found.

On the application of Mr. Shenton, the bail was reduced to \$500 and the case was remanded till Thursday at 2.15 p.m.

SPORT.

To-Morrow's Cricket.

A match will be played between the Civil Service and Dr. Atkinson's team on the Civil Service Ground, commencing at 2.15 p.m.

The Civil Service will be represented by R. E. O. Bird (Captain), A. R. Sutherland, J. Gibson, J. Edmonds, H. A. Cox, P. Lambie, H. Tilman, F. Bacon, J. McEwen, H. R. Phillips and A. G. Pile.

The Kowloon Cricket Club will meet the Officers, Kowloon Garrison, on the K.C.C. ground.

The following will represent the K.C.C.—J. P. Robinson, W. L. Weiser, J. H. Mead, A. O. Brown, F. Sutton, W. Waterhouse, F. J. de Rome, A. H. F. Raven, W. Curwen, D. J. Muckenzie, A. C. Langley.

LATE TELEGRAMS.

"The Cable News-American," Syracuse, New York, Sept. 18.

An automobile race here in which Barney Oldfield was a contestant ended in disaster yesterday afternoon as his car ploughed at terrific speed through a dense crowd, killing nine and wounding nearly a score.

The race was being held at the fair grounds, and followed almost immediately after President Taft's visit to the grounds as the guest of the City of Syracuse. An unusually large crowd went from the grandstand, where the President delivered an address to the race track to see the automobile races.

Everything went well for several laps, with Oldfield holding his own. Suddenly he made one of his sensational twists in an effort to pass the car directly ahead. The steering gear went wrong and the car going at 60 miles a minute sped directly towards the mass of people banked along the tracks.

There was no chance for escape, and nine were horribly mangled. Of those injured several may die. Oldfield himself was injured but will not die.

"The Manila Times."

San Francisco, September 15. New Westminster, British Columbia, has been the scene of one of the most sensational robberies of recent years. A gang of bank robbers blew up the vaults of the local branch of the Bank of Montreal and carried off a fortune in cash and securities. The list of booty is incomplete, but it is known the thieves got G. \$630,000 in cash.

Five men composed the gang and the vault was blown up late last night.

Heavy rewards have been offered and hundreds of peace officers and detectives have joined in the hunt, but the gang has managed to elude arrest.

One theory is that the robbers are Americans and that they have escaped across the border by automobile.

Fifty-seven unmarried persons commit suicide to 43 married.

High cheek bones always indicate great force of character in same direction.

V. R. C. AQUATIC SPORTS.

Yesterday's Results.

There was a very good attendance at the V.R.C. bath yesterday afternoon, when the first day's programme was gone through. In some cases only heats were swum off, though without exception they provided much interest. The 440 yards Championship race for the Colony was the star item of the programme, and brought forth five starters, T. Logan, A. A. Claxton, F. M. de Cruz, Bugler Barrass and Bugler Harris of the K.O.Y.L.L. This was really another solo performance for Logan. Establishing a lead from the very commencement he kept well away from the pack, increasing his lead every length. The two army men followed just about half way through and Claxton and Claxton fought for second place. The former, however, found the pace too much for him and dropped back. Logan finished half a length ahead of Claxton. His time was 6 min. 18.3-5 secs.

The results in the other events were as follows:—

Two Lengths Hurdle Race. Heat 1.—1. A. A. Alves rec. 3 secs.; 2. R. C. Witchell, scratch. Heat 2.—1. A. G. V. Ribeiro rec. 4 secs.; 2. H. E. Sayer rec. 2 secs.

Team Race. Two Lengths.—1. L. C. Souza's team, including F. L. de la Raza, J. M. B. Pereira, H. G. White, G. W. Sewell, B. W. Bradbury.

Two Lengths, scratch, open L. army, navy and police.—1. Bugler Harris, K.O.Y.L.L.; 2. Pte. Smith; 3. Bugler Barrass.

Long Plunge.—1. A. S. Ellis, 58.1-2 ft.; 2. R. C. Witchell, 58 feet.

100 Yards Handicap.—Heat 1. F. L. de la Raza rec. 12. Time 73 secs. Heat 2. H. C. Sayer rec. 11. 72.4-5 secs. Heat 3. R. C. Witchell, rec. 11. 71.2-5 secs.

The programme will be continued this evening starting at 5.30 when a further series of interesting events will be swum off. To-morrow the finals in those races where heats have had to be decided will take place, and the day's programme will conclude with a smoking concert to be held in the gymnasium of the Club.

CANTON'S MONEY TROUBLES.

(The "Telegraph" Correspondent.) Canton, Sept. 21.

Some time ago, H.E. the Viceroy, owing to the shortage in the circulation of the subsidiary coin, gave Tls. 500,000 value of bar silver to the Canton Mint in order that the shortage might be obviated. At present the output is insufficient to meet with the demands of the market. H.E. the Viceroy has again given a further Tls. 200,000 worth of bar silver to the mint for the same purpose. It is reported that for an indefinite period, the monthly output from the mint will represent a value of \$500,000 until the demands of the money market are met.

THE CANTON VICEROY AND THE PRESS.

An Emphatic Denial.

(The "Telegraph" Correspondent.) Canton, September 21.

On September 16, many Chinese newspapers here published in their telegram columns a telegram from Peking which stated: "The Viceroy of Canton has sent a private telegram to the Cabinet, reporting that he is unable to solve the vexed questions of the Macao Boundary Delimitation, and the nationalization of the Canton-Hankow Railway. His Excellency is afraid that Canton is momentarily threatened by a trouble more serious in character than that raging in Szechuan." The Viceroy has instructed the Tao-tai of the Constabulary to inform the Canton Press that His Excellency has never despatched such a telegram to the Cabinet and that the papers must make the necessary corrections.

TROPICAL DISEASES.

Funds for Research.

At Wednesday's meeting of the Legislative Council, says the "Ceylon Independent" of September 2, Government voted a contribution of £100 sterling, to be made annually for five years, in the first instance, towards the endowment of the proposed Central Bureau in London for the investigation of tropical diseases of men and animals. This refers to a new scheme for expanding the Sleeping Sickness Bureau into one for the purposes of the work referred to above. From a Despatch from the Secretary of State to the Officer Administering the Government of Ceylon, dated July 21 last, we are told that "the new bureau would publish, periodical bulletins containing classified summaries of the current literature of the tropical diseases of men and animals. It would prepare and keep up to date classified lists of references, and its library would contain a classified collection of reprints of recent papers, which would be consulted by bacteriologists and medical officers on leave from the tropics. One of its duties would be to answer letters in which information was asked for, and from time to time accounts would be published of the recent advances in the knowledge of the various diseases, with indications as to the openings for research which appeared to be most promising. As regards skilled investigators, a large and rapidly increasing amount of research work in connection with tropical disease is carried out throughout the world. The Bureau will be a central agency to collect, translate, and co-ordinate the numerous publications in different languages; while the results obtained in one part of the world will also be made rapidly known to those who are working at the same subject in other countries. Ordinary medical officers and private practitioners will also have the opportunity of making themselves acquainted as easily and as rapidly as possible with the most recent developments of tropical medicine. It is also thought that useful work might be done by the proposed bureau in preparing a key-keeping up to date, for the use of non-medical residents and travellers, a series of pamphlets dealing with the important tropical diseases from a less technical standpoint than the purely scientific publications of the bureau. In order to place the present bureau on the new basis, it would be necessary to increase its endowment from £1,300 to about £3,000 a year, and some increase in the Honorary Committee of Management would be required. The Indian Government have expressed their readiness to contribute a sum of £500 a year for five years and the Union of South Africa a sum of £300 a year, leaving a balance of about £1,000 to be provided from other sources. The Ceylon Government has now voted £100 a year towards this amount, the contribution to be for five years in the first instance.

Unclaimed Telegrams.

The following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's Office at Hongkong:—Courbon (2); Divoto; Downs-kee; Hongkong; Hongkong; Jeeliong; Kungsheng; Kong-mun-of-war; "Huiyung"; Limon; Lack; Toriachi; Tokunaga, 135 Victoria Street; 1016; 7079; 1795.

The following unclaimed telegrams are lying in the Eastern Extension Australasia and China Telegraph Company's Office at Hongkong:—Bischoff; Astor; House Pforheim; Construction Shanghai; Ellis-care; Hongkong Hotel Hangan; Hanuen—Mrs. N. R. care American Embassy Cedarlake; Icho; 9 Elgin St. Macao; Jansen Blei "Show" Christchurch; Konwy 8 Augusta San Francisco; Lanhengkee Hilo; Lau Hi Tack, Cruiser "Hai Yang" Mamoi; Liyeohio Shuanggen; 18 Queen's Road Manila; Lynn; Miss Hazel Portland; Nantoo San Francisco; Porin—Carl, Hongkong Hotel Manila; Pierce, Miss Mildred Manila; Reinsdorf Central Messageries Armand Behio Saigon; Rosenthal Fred, Astor House Hotel Shanghai; Siokehoo Singapore; Tuktoong Sonarang; Theyeok Singapore; Yeoharkeo Singapore; Yusanhuong Oholon; Yuenchong Manila.

THE BENGUET ROAD.

After a conference with Mr. Elliott, Secretary of the Department of Commerce and Police, Governor General Forbes on September 15 decided that a narrow gauge tramway, for passengers and freight, should be constructed from Camp One to Camp Four on the Benguet Road.

From Camp Four to Baguio, between which points the road is in fairly good condition, the journey will be made by automobiles, and that portion of the road will be placed in its original condition as an automobile road. The Governor General said to a representative of the "Manila Times," that to make the Benguet road suitable for use by automobiles from Camp One to Camp Four, would involve too great expense, and that the scheme of a narrow gauge tramway will be the most economical solution of the problem.

The Governor General also said that he had a conference with Manager Higgins and other officials of the Manila Railroad Company, and that they had agreed to commence work immediately on the rebuilding of that part of the railroad between Dagupan and Camp One, which was considerably damaged during the recent heavy storms.

"The work of building a permanent steam railroad from Aringay to Baguio, over the route of the Naguilian trail, will also commenced without unnecessary delay," was the statement of the Governor General when asked about what action was to be taken in that direction. The scheme for the construction of this railroad has been discussed for some time like two years, and complete surveys were made last spring by the railroad company with a view to constructing this line.

The scheme of a narrow gauge tramway, the rails of which are not over two feet apart, is not a new one, said the Governor General, he having been informed that Belgium has in operation over 4,000 kilometers of such road and that Germany also has some in use. The motive power for this line will be obtained from some of the high power gasoline engines now used by the automobiles on the Benguet road. A few of these will be removed temporarily for this work.

The steam railroad from Aringay to Baguio is expected to be completed by the opening of the season in 1913.

SALT FOR DUST LAYING.

Novel Treatment of Paved Roads in French Seaport.

An experiment in the use of salt for laying the dust on roads which are unsuitable for the application of tar is being made by the authorities at Havre.

In a report upon the subject the American Consul at that city says: "As a general rule the roads in and around French towns are tarred at the commencement of the summer in order to abate the dust nuisance. It has, however, been found that tar, although excellent in the case of macadamised roads, is of little or no value where car lines exist and paved street crossings intersect the roads in every direction, as tarring cannot be carried out on stones.

"The authorities, basing their action on the well-known hygro-metrical properties of common salt, have made a test of its value in laying the dust. Twenty yards of roadway have been sprinkled liberally with salt and then watered freely.

"If the results are satisfactory salt will be used throughout the town of Havre, it being impossible to tar the majority of the streets, as they are paved with rough stone blocks."

A Watchman's Candour.

One of the watchmen in the employ of Messrs. Noronha and Company reports to the Police that while he was sleeping at four o'clock in the morning, someone robbed him of thirteen rupees.

The envelope was invented by a Frenchman in 1653.

AMATEUR DRAMATIC CLUBS.

SHANGHAI'S SUCCESS.

In view of the unfavourable position into which the local A. D. C. has been allowed to fall, it is of interest to note that in Shanghai the amateur dramatists seem to be highly successful. We take the following from the "China Press":—

The coming season of the Shanghai Amateur Dramatic Club promises to be one of the most interesting in the very successful history of the organization, which has been in existence since the early fifties. Four plays will be presented as usual.

During the summer months considerable repairs have been in progress at the Lyceum and will be finished in the very near future. An entirely new colour scheme has been adopted; salmon and white, with side walls in crushed strawberry. New velvet curtains will be hung at the side boxes and the foyer will be entirely refitted, the hangings therein to be of tapestry of the same shade. It is hoped by the management that this will appeal sufficiently to the ladies of Shanghai to encourage their generous use thereof during the coming season.

The new lighting plant consists of a beautiful electric, and numerous drop lights about the circle and on the side boxes. The stage lighting effects include red, amber, blue and white, and nothing has been overlooked that might add to their excellent equipment.

Improved Heating Arrangements.—Gas heating will be employed throughout so that every portion of the house will be evenly and comfortably warmed at all times. The stage has been put back four feet and two rows of seats added in the stalls and one in the rear, making the seating capacity considerably over 800. All seats have been renovated to harmonize with the decoration.

Club a Financial Success.

Few theatres have better accommodation behind the scenes than this. Several large dressing-rooms are provided for both ladies and gentlemen, and under the new system instantaneous water heaters will supply plenty of hot water to wash. There are additional dressing-rooms on the floor above to accommodate fifteen persons in case of greater demand.

The Shanghai A. D. C. has always been noted for the perfection of detail which characterizes its stage settings, and it will be learned with pleasure that the strenuous efforts of the club during the past few years have resulted in a financial success that will enable them to even improve upon their past, so some highly artistic and successful plays may be expected. One of their greatest assets is the wide experience and finished talent of their stage manager, M. Portier, whom they are fortunate enough to have with them again this season.

Much credit is due to their enterprising business manager, Mr. W. Armstrong, for the excellent arrangements in all departments.

It will be learned with regret that the Hongkong A. D. C. is not getting the support it deserves. The club has been in existence since 1844, and from reports that have come to Shanghai it has done much to entertain the Hongkong community. However, the public spirit has been found sufficient to carry it on for another season.

DON'T FORGET.

Friday, September 22. V. R. C. Sports.

Saturday, September 23. Douglas Steamship Co. meeting, noon, and extraordinary meeting, 12.15 p.m.

V. R. C. Sports. Civil Service vs. Taikoo, Bowls.

Boxing, Skating Rink. Monday, Sept. 25. Crown Land Auction.

Tuesday, September 26. St. Andrew's Society, Annual General Meeting.

Thursday, Sept. 28. Kowloon Cricket Club annual meeting, 6.15 p.m.

Saturday, September 30. Hongkong Gymkhana Club, Race Meeting, Happy Valley.

MILK FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM CO., LD.

One penny a pint!

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SUMATRA" FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 27th Sept., at 1 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Unpacked packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Gooden and Downes, at 9 a.m. on MONDAYS and TUESDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 22nd Sept., 1911. [4]

FROM EUROPE.

THE H.A.L. Steamship

"SENEGAMBIA." Captain Eckhorn, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills-of-lading countersigned by the Under-signed.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 27th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 26th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo—

Ex s.s. "Norge" from Göteborg.

HAMBURG-AMERIKA LINE. HONGKONG OFFICE.

Hongkong, 22nd Sept., 1911. [566]

POPULAR "SAHI" BEER



Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints. [48]

E. C. Wilks, M.I. Mech., E.A.M.N.A. Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase, or sale, of Steamships or Launches. ALEXANDRA BUILDINGS, 2ND FLOOR, Hongkong, 1st May, 1911. [1100]

HONGKONG WEEKLY TELEGRAPH

Contains all the news of the week in a most attractive form and is the paper for mailing to friends at home, with photograph of the Cricket Ground. This week's Contents:—

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PERFECTION WHISKY IS ALWAYS PERFECTION IN ITSELF AND

"Worth having" THE BEST "SCOTCH" WHISKY

SOLE AGENTS, H. Price Co., Ltd., 12, Queen's Rd. CL.

PROPRIETORS. D. & J. McALLUM, EDINBURGH.

PERFECT IN MELLOWNESS PERFECT IN BOUQUET PERFECT IN PURITY and A PERFECT DRINK WITH TANSAN

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria, and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, etc. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"EMPRESS OF JAPAN".....Sat., Sept. 23.	"EMPRESS OF IRELAND".....Fri., Oct. 20.
"MONTAGUE".....Sat., Oct. 14.	
"EMPRESS OF INDIA".....Sat., Nov. 4.	"EMPRESS OF BRITAIN".....Fri., Dec. 1.
"EMPRESS OF JAPAN".....Sat., Dec. 2.	"EMPRESS OF BRITAIN".....Fri., Dec. 29.

S.S. "MONTAGUE" calls at Moji instead of Nagasaki.
Steamers will depart from Hongkong at 6 p.m.
Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.
Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).....£71.10/-
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTAGUE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£43. Via New York.....£45.

For further information: Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD

(PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA.....	LONGSANG	Saturday, 23rd Sept., 2 p.m.
SHANGHAI & SWATOW.....	HANGSANG	Tuesday, 26th Sept., Noon.
SHANGHAI, KOBE & MOJI.....	KUTSANG	Tuesday, 26th Sept., Noon.
TIENTSIN, TSINGTAU & CHEFOO.....	CHIPSANG	Tuesday, 26th Sept., Noon.
SANDAKAN.....	CHUNSANG	Tuesday 26th Sept., Noon.
SINGAPORE, PENANG & CALCUTTA.....	NAMSANG	Thursday, 28th Sept., Noon.
SHANGHAI.....	KWONGSANG	Friday, 29th Sept., Noon.
MANILA.....	YUENSANG	Saturday, 30th Sept., 2 p.m.
SINGAPORE, PENANG & CALCUTTA.....	LAISANG	Tuesday, 3rd Oct., Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).
The steamers "Kutsang," "Namsang" and "Fookwang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chetoo, Tientsin & Newchwang.

‡ Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215. General Managers.
Hongkong, 22nd September, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons. D. W.	On or about
"KUMERO".....	G. B. McGill	11,000	October 10th.
"LUERHO".....	J. Mathie	11,000	October 25th.
"HERCULES".....	R. Wilhelmsen	7,000	November 10th.

To be followed by other steamers of the Company at regular intervals.
The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,

KING'S BUILDING, Praya Central.

Telephone No. 780, Hongkong, 26th August, 1911.

NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Uasin, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. "DUNERO"..... 3,000 tons.....To be despatched end Dec.

S.S. "KATANGA"..... 5,600.....To follow and regularly thereafter.

For rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,

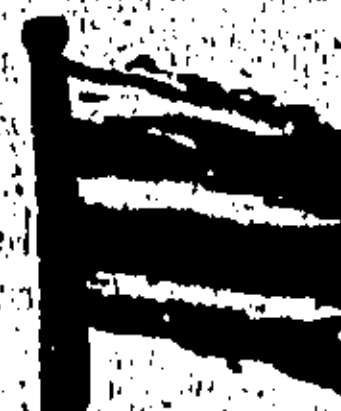
Managing Agents.

Hongkong, 26th August, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATION	STEAMER	SAILING DATE, 1911
MARSHALLS, LONDON, AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	KAMO MARU, Capt. F. L. Sommer, Tons 9,000	WEDNESDAY, 27th Sept., at Daylight.
	AKI MARU, Capt. K. Homma, Tons 7,000	WEDNESDAY, 11th Oct., at Daylight.
	MISHAMA MARU, Capt. A. E. Moses, T. 9,000	WEDNESDAY, 25th Oct., at Daylight.

VICTORIA, B.C., & SEATTLE.....	SADO MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 7th Oct., from KOBE
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VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, & YOKOHAMA.....	TAMBA MARU, Capt. K. Noda, Tons 7,000	TUESDAY, 10th Oct., at Noon.
	AWA MARU, Capt. I. Izawa, Tons 7,000	TUESDAY, 7th Nov., at Noon.

SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	NIKKO MARU, Capt. M. Yagi, Tons 4,000	FRIDAY, 29th Sept., at Noon.
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	KUMANO MARU, Capt. M. Winkler, T. 6,000	FRIDAY, 27th Oct., at Noon.
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N'SAKI, KOBE & YOKOHAMA.....	KUMANO MARU, Capt. M. Winkler, T. 6,000	FRIDAY, 29th Sept., at Noon.
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KOBE & YOKOHAMA.....	KAGA MARU, Capt. M. Hagin, T. 7,000	THURSDAY, 27th Sept., at 11 a.m.
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SHANGHAI, MOJI & KOBE.....	WAKASA MARU, Capt. N. Nielsen, Tons 7,000	WEDNESDAY, 27th September.
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BOMBAY, SINGAPORE & COLOMBO.....	BOMBAY MARU, Capt. J. Toranska, T. 5,000	TUESDAY, 3rd October.
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† Fitted with new system of wireless telegraphy. Carries deck passengers. ‡ Cargo only.

NEW LINE OF STEAMERS BETWEEN KOBE and CALCUTTA.

Regular service (once in every 18 days) from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.

The first steamer to sail from Hongkong: "JINSEN MARU".....Tons 3,752.....Capt. Machida.....On Sept. 26th.

CHEAPEST SUMMER RATES between HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA KOBE MOJI NAGASAKI

Return Return Return Return

1st Class \$120 \$110 \$100 \$90

2nd " \$ 80 \$ 70 \$ 60 \$ 50

With option of rail between steamers calling ports in Japan.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 5 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

For STEAMERS To SAIL:

SHANGHAI....."LINAN".....23rd Sept., M'night.

CHINKIANG....."YOOHOW".....24th " D'light.

MANILA, ZAMBOANGA & "CHANGSHA".....26th " Noon.

MANILA, ILOILO & CEBU....."TEAN".....26th " 4 p.m.

WEIHAIWEI, CHEFOO & "KUEICHOW".....27th " 4 p.m.

TIENTSIN....."KUEINHUA".....28th " 4 p.m.

SHANGHAI....."ANHUI".....1st Oct., D'light.

SHANGHAI....."KAIFONG".....3rd " 4 p.m.

MANILA, ILOILO & CEBU....."KAIFONG".....3rd " 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES: Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—Twin Screw Steamers "Tea" and "Taming" saloon accommodation amidships; electric fans fitted; extra state-rooms on deck; aft. Saloon accommodation of s.s. "Kailong" is situated on deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chusan, Linan, Chinkiang) with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms, and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to BUTTERFIELD & SWIRE.

Telephone No. 16. Hongkong, 22nd September, 1911.

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Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

"Bayern"..... 6th Oct.

"Arendia"..... 18th Oct.

"Slayonia"..... 3rd Nov.

"Scandia"..... 16th Nov.

"Spezia"..... 2nd Dec.

For Further Particulars, apply to—

Hamburg-Amerika Linie,

Hongkong Office.

Hongkong, 16th September, 1911.

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COMMERCIAL.

The Price of Sugar.

The beet crop, says the "Economist" of Aug. 19, has been no more fortunate than others in escaping the effect of the drought, and in consequence prices of late have been rising rapidly. The German crop has suffered most heavily, and the shortage is expected to be as much as 30 per cent.; according to other opinions the crop will be an utter failure. At the end of June German beet sugar (f.o.b. and prompt delivery) was 10s. 8 1/2d. per cwt., but by the end of July it had risen to 15s. 9d. Influenced by the various predictions of coming rain, it has lately fluctuated violently. Last week's more broken weather brought a rapid fall, but the rain was quite insufficient to have any effect upon the crops, and prices have again stiffened, standing now at 14s. 7d. The eagerness with which refiners are giving their orders is a clear proof of the seriousness of the situation, and it is said

LOG BOOK.

The Cape and Australian Route.

The All-Red Route has its attractions for the traveller on business or pleasure bent, as well as political significance for the far-sighted Imperialist, and the growth of any line that plies between British ports is matter of interest for us all. On August 21 Messrs. George Thompson and Co., better known as the Aberdeen Line, entertained a number of guests aboard their new ocean liner Demosthenes, at her moorings in the Royal Albert Dock, and gave them an opportunity of admiring her novel points and construction generally.

She is the first triple-screw steamer having a combination of reciprocating engines with a low-pressure turbine to enter on the Home-Australian route, and therefore marks the latest advance in that long process of evolution which the firm began with their old-type sailing brig, the Child Harold, in 1828. Twenty years later saw the three-master, the Oliver Cromwell, and another twenty years the Thermopylae, a big improvement on her predecessors in size, but still a victim of canvas and calms, and taking a couple of months and more to do the single journey, even under favourable conditions.

The Aberdeen route is still by way of the Cape, for South Africa is a big contributor to the business of this line, and the route has many features of attraction. Tenerife is the only foreign port of call for the Demosthenes and her sisters of the Aberdeen Fleet, but the rest, as we have said, are all British—Cape Town, Durban, Adelaide, Melbourne, Sydney, Hobart, Albany, Fremantle, Brisbane, and a number of other Australian ports; and while an interchangeable arrangement allows of one's taking the Aberdeen Line one way and the Orient the other, a favourite jaunt is to make this route the chief stage in a trip round the world in connection with the Southern Pacific and the Canadian Pacific Companies.

The Demosthenes, like her sister ship, the Thermopylae, registers 11,300 tons, measures 12 feet 6 in. in beam, and 517 feet over all, has a displacement of about 20,000 tons, and ranks on the 100 All class at Lloyd's.

Constructed by Harland and Wolff on the principle of the cellular double-bottom extending her whole length, she is divided by ten water-tight bulkheads, and is qualified for an enormous and efficient cargo traffic by means of seventeen winches, powerful electric lights, refrigerating plant on the complete scale, and batteries of coils for the carriage of fruit. But she caters in the main for passengers, first and third class, bestowed respectively amidships and aft.

Saloon passengers are placed in inviting cabins on the bridge and awning decks, while the boat-deck offers them an additional promenade, both covered and uncovered; and the arrangements, decorations, and conveniences for comfort are of the most modern and sumptuous type. A visitor sat with every enjoyment in the spacious library, lounge, or smoke-room, and felt that the new dispensation of steam did not prevent an up-to-date vessel like this from furnishing all the blessings that the "old three-decker" did in Mr. Kipling's ballad, but doing it, moreover, in about a third of the time.

The English post office makes \$50,000 a year on postal orders that are not redeemed.

Entimations

AERTEX CELLULAR.

COOLEST & MOST COMFORT-
ABLE UNDERWEAREfor
THE SUMMER

HIGH GRADE.

J. T. SHAW,

TAILOR AND OUTFITTER,

Hongkong Hotel Buildings,

Queen's Rd. Central. [1258]

PEAK TRAMWAYS CO.
LIMITED.

TIME TABLE.

WEEK DAYS.	Every 15 min.
7.00 a.m. to 8.00 a.m.	10 min.
8.00 a.m. to 10.00 a.m.	10 min.
10.00 a.m. to 11.00 a.m.	10 min.
11.30 a.m. to 12.45 p.m.	10 min.
12.45 p.m. to 1.15 p.m.	10 min.
1.15 p.m. to 1.45 p.m.	10 min.
1.45 p.m. to 2.15 p.m.	10 min.
2.15 p.m. to 5.00 p.m.	10 min.
5.00 p.m. to 8.10 p.m.	10 min.

NIGHT CARS.

8.15 p.m. and 9 p.m.	3.45 p.m. to 11.30 p.m. every 15 minutes.
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SUNDAYS.

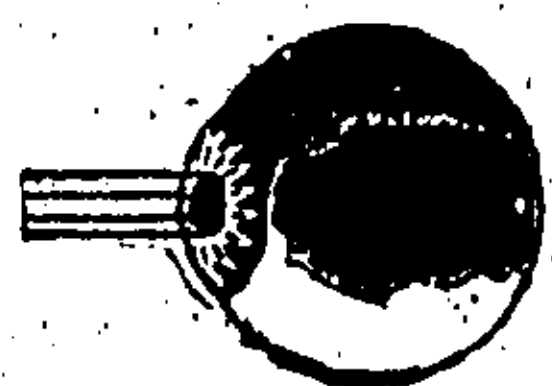
8.00 a.m. to 10.30 a.m.	every 15 min.
10.30 a.m. to 11.00 a.m.	10 min.
11.45 a.m. to 12.00 noon	15 min.
12.00 noon to 1.00 p.m.	10 min.
1.00 p.m. to 5.00 p.m.	15 min.
5.00 p.m. to 7.00 p.m.	10 min.
7.00 p.m. to 8.10 p.m.	10 min.

NIGHT CARS as on Week Days.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
GHN D. HUMPHREYS & SON
General Managers,
Hongkong, 16th June, 1911.



SUN GLASSES.

Any tint made to any prescription.
No charge for testing sight.
Repairs of all description made by competent workmen.

N. LAZARUS,

Ophthalmic Optician,
14, D'Aguiar Street,
Hongkong.
Hongkong, 24th July, 1911. [929]

THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LD.

(CAPITAL PAID UP...\$1,250,000.)

Lends on Mortgage of House Property

and advances made on Merchandise.

Lends made on the Provident System.

(Rates and Particulars on application.)

THE OFFICE OF

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN TOMES & CO.

General Managers.

Hongkong, 19th March, 1908. [11]

GRAVING DOCK

78 ft. by 88 ft. by 34 ft. 6 in.
Pumps empty Dock in
3-4 hours.

THREE PATENT SLIPWAYS

taking vessels up to 3,000 tons
displacement, providing conditions for
painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—

ELECTRIC OVERHEAD CRANES TRANSFERRING

AND SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery,
Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE

HONGKONG CHINA & JAPAN

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.WILL dispatch VESSELS to the Undermentioned PORTS on or about
the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJI, KOBE & YOKOHAMA	CANDIA	About 28th Sept.	Freight only
	Osaka W. R. Hickoy		
SHANGHAI	DELHI	About 28th Sept.	Freight and
	Capt. H. S. Bradshaw		Passage.
	DEVANHA	About 18th Oct.	Freight and
	Capt. H. Powell		Passage.
LONDON, VIA USUAL PORTS OF CALL	ASSAYE	Noon, 30th Sept.	See Special
	Capt. G. W. Cockman, R.N.		Advertisement.

For Further Particulars, apply to

E. A. HEWETT,

P. & O. S. N. Co.'s Office,
Hongkong, 18th September, 1911.

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NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For STEAMERS TO SAIL ON

MANILA, YAP, MA-
RONN, SAMARAI,
NEWGUINEA, BRIS-
BANE, SYDNEY &
MELBOURNE

"PRINZ SIGISMUND" 6,000 (SATURDAY,
Capt. F. Breuninger 7th October
at Daylight.

All the steamers of the German Line are fitted with Wireless Telegraphy.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 21st September, 1911. [7]

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents,
Bankers, &c.Head Office for the Far East:—16, DES VOEUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP
LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and

CASHED.

FOREIGN MONIES exchanged.

932] CHIEF OFFICE:—LUDGATE KURUS, LONDON, E.C.

A. P. JEANNOU, 15, Queen's Road Central,
Just arrived a Large Stock from Italy,
MACARONI, VERMICELLI and SPAGHETTI,

in Packets of 1 lb. and in Boxes of 45 lbs. [1220]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.Modern Appliances for quick construction and repair of Ships
Engines, Boilers, Railway Rolling Stock, Bridges, and all
Classes of Engineering, Iron and Wood Work
Electrical Drives, Hydraulic & Pneumatic Tools,
installed throughout the Works.50-ton Hydraulic TESTING MACHINES
for Chains, Wire Ropes, Rivets
and Metal Specimens.

TAIKOO DOCKYARD & ENGINEERING CO.
OF HONGKONG, LIMITED.
TAIKOO DOCKYARD, HONGKONG.
Telephone 1220.

Shipping-Steamers.

DOUGLAS STEAMSHIP CO., LD.
Hongkong-South China Coast Ports.Highest Class, Fastest and Most Luxurious Steamers of the Coast, having
splendid Accommodation for First-Class Passengers: Electric Light, Excellent
Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 8 to 10 days.)

STEAMSHIPS	CAPTAIN	LEAVING
Haiyang ...	Capt. J. W. Evans	TUESDAY, 20th Sept. at 1 p.m.
Haiyang ...	W. O. Eastmore	FRIDAY, 29th Sept. at 1 p.m.
Haitan ...	Capt. A. J. Bouch	TUESDAY, 3rd Oct. at 1 p.m.

Steamers will arrive at, and depart from the Co.'s Wharf near Black Pier.

For Freight and Passage, apply to

Douglas, Laprak & Co.,
General Managers.

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JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Expected on or about For Will leave on or about

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POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

The attention of the public is drawn to page 10, para. 20 of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The S.S. Kwanglo, with the Siberian Mail, is due to arrive here on Sunday, the 24th inst.

A Mail will close for—

Shanghai—Per Glenfarg, 23rd Sept., 9 a.m.

Swatow, Amoy and Anping—Per Soshu-maru, 23rd Sept., 9 a.m.

Singapore, Penang, and Calcutta—Per Lightning, 23rd Sept., noon.

Manila (taking Mails for Cebu and Iloilo)—Per Loongsung, 23rd Sept., 1 p.m.

Macao—Per Sui Tai, 23rd Sept., 1.15 p.m.

Obinling—Per Yochow, 23rd Sept., 9 p.m.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.) (Siberian Mail to Europe)—Per Empress of Japan, 23rd Sept., 5 p.m.

Shanghai—Per Linan, 23rd Sept., 5 p.m.

Swatow and Bangkok—Per Wong koi, 23rd Sept., 5 p.m.

Swatow, Amoy and Tamui—Per Daigi-maru, 24th Sept., 9 a.m.

Amoy and Singapore—Per Lorok, 24th Sept., 9 a.m.

Samarang and Sourabaya—Per Clara Johnson, 24th Sept., 10 a.m.

Manila (taking Mails for Cebu and Iloilo), Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per Changsha, 24th Sept., 10 p.m.

Tsingtau, Chefoo and Tientsin—Per Chipping, 24th Sept., 10 a.m.

Sandakan—Per Ching-sung, 24th Sept., 10 a.m.

Swatow and Shanghai—Per Hongsang, 24th Sept., 10 a.m.

Shanghai, Kobe and Moji—Per Kulsang, 24th Sept., 11 a.m.

EUROPE, &c., INDIA VIA TUTICORIN—(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—Per Caladonia, 24th Sept., 11 a.m.

Swatow, Amoy and Foochow—Per Haiyang, 24th Sept., noon.

Manila, Cebu and Iloilo—Per Tean, 24th Sept., 3 p.m.

Fort Bayard and Halphong—Per Sikiang, 27th Sept., 8 a.m.

Wai-hai-wei, Chefoo and Tientsin—Per Kueikow, 27th Sept., 3 p.m.

Singapore, Penang and Calcutta—Per Nausang, 29th Sept., 11 a.m.

Shanghai—Per Ching-hun, 28th Sept., 3 p.m.

Shanghai—Per Kwong-sung, 29th Sept., 11 a.m.

Swatow, Amoy and Anping—Per Hing-ching, 29th Sept., noon.

Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per Aldenham, 30th Sept., 10 p.m.

EUROPE, &c., INDIA VIA TUTICORIN—(Late Letters 11 a.m. to Noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.) (Letters posted in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, 29th inst., at 5 p.m.—Per Asseye, 30th Sept., 11 a.m.

Manila (taking Mails for Cebu and Iloilo)—Per Yuen-sang, 30th Sept., 1 p.m.

Singapore, Penang and Calcutta—Per Laisang, 3rd Oct., 11 a.m.

Swatow, Amoy and Foochow—Per Hsian, 3rd Oct., noon.

Manila (taking Mails for Cebu, Iloilo), Yap, Marous, Friederich Wilhelmshafen, Rabaul, Herbertshohe, Malapi, Samarai, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Prinz Sigismund, 3rd Oct., 5 p.m.

SHIPPING NEWS.

MAILS DUE.

America (Mongolia) 23rd inst.
America (Korea) 20th prox.

The P. M. S.S. Co. s.s. Mongolia is due to arrive at this port to-morrow between 10 a.m. and noon.

The P. & O. S. N. Co. str. Poona arrived at London yesterday morning.

The P. & O. S. N. Co. str. Candia left Singapore for this port yesterday at noon and is due on the 27th at 6 a.m.

ARRIVALS.

Songcaub, Ger. s.s., 8,780, Eckhart, 21st Sept.—Singapore 7th Sept, Gen.—H. A. L.

Yeddo, Svc. s.s., 2,467, O. H. Anderson, 21st Sept.—Moji 16th Sept, Gen.—O. W. & Co.

Shoosling, Br. s.s., 1,807, J. M. Brown, 21st Sept.—Wakamatsu 15th Sept, Gen.—B. & S.

Tenn, Br. s.s., 1,340, A. W. Outerbridge, 22nd Sept.—Cebu, Iloilo and Manila 19th Sept, Gen.—B. & S.

Vormort, Aust. s.s., 3,727, R. Dan-nooker, 22nd Sept.—Shanghai 10th Sept, Gen.—A. L. & Co.

Changsha, Br. s.s., 1,750, E. Finlayson, 22nd Sept.—Australia Ports and Manila 19th Sept, Gen.—B. & S.

Hanoi, Fr. s.s., 780, G. Baubier, 22nd Sept.—Halphong via Pakhoi 19th Sept, Gen.—A. R. Marry.

Fausang, Br. s.s., 1,410, H. S. Mal-ken, 22nd Sept.—Java 12th Sept, Gen.—J. M. & Co.

Quinta, Ger. s.s., 985, F. Schlosinger, 22nd Sept.—Bangkok and Swatow 21st Sept, Gen.—S. & Co.

Sushu Maru, Jap. s.s., 1,115, K. Sugawa, 22nd Sept.—Canton 21st Sept, Gen.—O. S. K.

CLEARANCES AT THE HARBOUR OFFICE.

Mexican-maru, for Bangkok.

Sahadji, for Tarakan.

Daiva-maru, for Shihinyan.

Haiding, for Swatow.

Kwangtai, for Shanghai.

DEPARTED.

Sept. 22.

Dorflinger, for Shanghai.

Sumatra, for Shanghai.

Fukui-maru, for Moji.

Chingkiang, for Canton.

Chipsing, for Canton.

Omsang, for Tientsin.

Borneo, for Kudat.

Haiching, for Amoy.

Larios, for Singapore.

Mausang, for Sandakan.

Kwangtai, for Shanghai.

Sengamara, for Yokohama.

Daiva-maru, for Wakamatsu.

PASSENGERS ARRIVED.

Per s.s. Yeddo, arrived 21st Sept., from Moji.

Per s.s. Tean, arrived 22nd Sept., from Cebu, &c.:

Brownhill Helmsell, Mrs. Peltz, Mrs. Helmsell.

Per s.s. Vormort, arrived 22nd Sept., from Australia and Manila:

Burgale, Mr. and Mrs. Mrs. and Mrs. Miss Yeap, Mr. and Mrs. Marshall, Rev.

Per s.s. Changsha, arrived 22nd Sept., from Amoy and Manila:

Burgale, Mr. and Mrs. Mrs. and Mrs. Miss Yeap, Mr. and Mrs. Marshall, Rev.

Per s.s. Zafiro, sailed on 21st Sept., for Manila, &c.:

Cheng Chin Chai, Paves, Mrs. Chong Chai Sang, Pat Ng, Renbold, A. Rikichi, S. Saw Yui Kin, Dina, Pauline Uy, Schroeder, Mr. & Mrs. W. B. Saw Tien Ki, Marindad, Ma-tian, Tan Kwong, Ng Chai, Tan Kwong, Ng Ho Chai, Yap Tai Chuan, Ng Sun, Ye Seon.

O'Callaghan, Rev.

SHIPS PASSED THE CANAL.

1st September—Dardanelles, Glaucon, Kaga Maru, Poona, Sachsen, Tonkin, 5th September—Bayern, Benarig, Denloong, China, Plintshiro, Montrose, Spezia, 8th September—Dardanelles, Malta, Pembroke, Syria, 12th September—Glaucon, Indien, Liberia, Teankai, Tydusa, 16th September—Aloous, Benaron, Cy-clops, Inverlyde, Iyo Maru, Kleist, Persia, Prinz Eitel Friedrich, Afghan Prince, 18th September—Ceylon, Ernest Simons, Kenneloe, Perseus, Segovia, Sillos, Telamon, Anam, Vandalis, Arcadia, Freidfeld.

Arrivals at Home. 1st September—Armand Bebie, Brasilia, 5th September—Konang Si, Stentor, 8th September—Calchas, Donbighshire, Men-laus, Shiraz, Yang Tze, 12th September—Lutzw, Stam, Teucer, 15th September—Kitozo Maru, Yarra, Lovat, 19th September—Prometheus.

COMMERCIAL.

EXCHANGE.

T.T. 1/9 7/16
Demand 1/9 9/16
30 d/s 1/9 9/16
60 d/s 1/9 11/16
T/T Shanghai 76 1/2
T/T Singapore 76 1/2
T/T Japan 87 1/2
T/T India 184
Demand India 184
T/T San Francisco and New York 48 1/2
T/T Java 107 1/2
T/T Marks 168
T/T France 235

Buying.

4 m/s L/C 1/9 15/16
4 m/s D/P 1/10 1/16
6 m/s L/C 1/10 1/16
30 d/s Sydney & Melbourne 1/10 8/16
30 d/s San Foo & New York 44 1/2
4 m/s Marks 187 1/2
4 m/s Frs 239 1/2
4 m/s Do. 239 1/2
Bar Silver 21 1/2
Bank of England rate 3 1/2
Sovereign 11.10

VESSLS IN PORT.

STEAMERS.

Ohun Sang, Br. s.s., 1,418, G. J. Matlock, 17th Sept.—Cher-bon (Java) 8th Sept, Sugar, J. M. & Co.

Clara Johnson, Ger. s.s., 1,103, H. Jpland, 15th Sept.—Saigon 11th Sept, Gen.—J. & Ch.

Daigi Maru, Jap. s.s., 846, H. Maruyama, 21st Sept.—Tamsui, Amoy and Swatow 20th Sept, Gen.—O. F. K.

Empress of Japan, Br. s.s., 6,940, S. Robinson, n.s.p., 15th Sept.—Vancouver 23rd Aug, Shanghai 11th Sept, Mail and Gen.—O. P. R. Co.

Drifar, Nor. s.s., 1,102, J. Bing 19th Sept.—Bangkok 11th and Hoihow 17th Sept, Gen.—Kin Tay Loong.

Glenfarg, Br. s.s., 2,350, W. Hartnell, 21st Sept.—London and Singapore 14th Sept, Gen.—S. T. & Co.

Hanyang, Br. s.s., 1,207, Spinks, 18th Sept.—Kamatsu 12th Sept, Coal, B. & S.

Hup-h, Br. s.s., 1,201, A. Tucker, 20th Sept.—Moji Balist.—B. & S.

Kutsang, Br. s.s., 4,995, R. O. D. Bradley, 21st Sept.—Calcutta via Straits 7th Sept, Gen.—J. M. & Co.

Lightning, Br. s.s., 2,122, E. P. Smith, 18th Sept.—Colombo, Penang and Singapore 12th Sept, Gen.—S. & Co.

Loong Sang, Br. s.s., 1,091, Leank, 20th Sept.—Manila 16th Sept, Gen.—J. M. & Co.

Loosok, Ger. s.s., 1,014, G. Schulzgen, 19th Sept.—Bremen, Coal, B. & S.

Mexican Prince, Br. s.s., 1,963, J. C. Young, 16th Sept.—Bali-papaw, Bulk oil, A. P. & Co.

Monteagle, Br. s.s., 1,163, W. Davison, 8th Sept.—Vancouver via Japan and Shanghai 6th Aug, Mail and Gen.—O. P. R. Co.

Namsang, Br. s.s., 2,601, P. J. M. B. Lake, 20th Sept.—Jap n 11th Sept, Gen.—J. M. & Co.

Pitsanulok, Ger. s.s., 1,267, D. Reimers, 16th Sept.—Singapore via Hoihow 9th Sept, Gen.—B. & S.

Sabine Rickmers, Dutch s.s., 573, D. E. Boeve, 18th Sept.—Tamsui 10th Sept, Ballast, E. A. T. Co.

Sahadji, Dutch s.s., 1,287, F. Roederker, 17th Sept.—Tarakan, 10th Sept, Petroleum—A. P. Co.

Telemaehus, Br. s.s., 1,340, Fraser, 16th Sept.—Saigon, 11th Sept, Gen.—Wo Fat Sing & Co.

Tsurugisan Maru, Jap. s.s., 2,550, Wetamaba, 21st Sept.—Milko 15th Sept, Coal—M. B. K.

Vestfold, Nor. s.s., 1,172, Betelsen, 16th Sept.—Saigon 12th Sept, Gen.—O. S. S. I. & Co.

Wong Koi, Ger. s.s., 1,115, H. Ot-tineus, 19th Sept.—Bangkok 10th and Hoihow 17th Sept, Ballast—B. & S.

Yochow, Br. s.s., 1,036, W. McIntosh, 8th Sept.—Wakamatsu 1st Sept, Coal—B. & S.

SAILED YANCHI.

Eclipse, Br. 4-masted Barque, 2,999 White, 23rd June—Canton 28th June, Ballast—Sian-dard Oil Co.

Arrow, Br. 4-masted barque, 2,971, O. McIvor, 24th Aug—New York 2nd May, Petroleum—S. Oil Co.

WING KEE & CO.

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SHIPHANDLERS.

PROVISION & COAL.

MECHANICS.

Hongkong, 23rd Mar. 1911. [20]

Hotels.

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Brownhill, D. Mrs. A. B.

Chivers, P. T. North, W.

D'Oettingen, V. Paddison, O. H.

Draw, W. C. Pond, Ernest H.

Eames, E. J. W. Pritchard, A. T.

Edwards, J. E. Roy, E. H.

Fisher, H. G. Reay, Miss F.

Forrester, J. Shelton-Hooper,

Fuller, Dennis Mr. & Mrs. A.

Goulbourn, V. Sibley, J. C.

Gould, Mr. & Mrs. Solomon, H. H.

Joseph Spalding, Dr. and

Hall, Capt. T. P. Mrs. A. D. and

Hannibal, Mr. and infant

Mrs. W. A. Spink, Capt. G.

Harrison, A. Spink, J.

Hayes, Mr. & Mrs. Square, Miss W.

G. V. Stainer, Lt. and

Hannibal, Miss M. Mrs. O. E.

A. Stevens, Mr. and

Hawett, Hon. Mr. Mrs. O. E.

and Mrs. E. A. Terry, Mr. and

Holmes and Mrs. T. P.

Mrs. E. J. and Vandonio, Mr. and

infant Mrs. F. A.

Bough, Dr. S. Waterman, E. J.

Lucas, Capt. R. S.

Jobor, Geo. Warrington, C. S.

Johnstone, A. Williamson, W.

Lyall, L. A. H.

Marrinott, Dr. O.

Merecki, J.

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